Chris Smith's mini-wrecking crane is helping out at the SVLS Spring Meet.
See this issue for more details.

The CallBoy

July 2024

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California USA 94563	Pat Young, Editor phty95014@yahoo.com **July 2024**	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Rich Croll	510-227-9174
Secretary:	Matt Petach	408-256-2883
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large:	Sammy Tamez	510-706-5614
Past President:	Rick Reaves	510-479-3386

Ombudsperson

Lisa Kimberlin 510-214-2595

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Sammy Tamez (elected August 2022)

GGLS Committee Chair People

Bits & Pieces:	Jeremy Coombes
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Dues:	Lisa Kimberlin
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Locomotive:	Paul Hirsh
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Security:	Jon Sargent
Shop Foreman:	Rich Croll
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	Jim McKibbin
Train Storage Rental:	Jon Sargent
Web Site:	Pat Young

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Matt Petach at this email: secretary@ggls.org

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from the Membership chairman or Secretary. At the second meeting, return your completed application, a signed release form, the yearly prorated club dues, together with the $25 initiation fee and you are officially a member.

CallBoy

Articles, pictures, photographs, items for sale or any other information that would be of interest to the club should be sent to Pat Young, the CallBoy editor at phty95014@yahoo.com

Deadline for submittals to next month's issue is the 19th!

2024 Calendar of Club Sponsored Events

07/14 General Meeting/Board Meeting
07/20 BAEM meeting

08/11 General Meeting/Board Meeting
08/17 BAEM meeting
08/24 Club reserved for Sammy Tamez

09/08 General Meeting/Board Meeting
09/14 GGLS Fall Meet
09/15 GGLS Fall Meet & Open House
09/21 BAEM meeting
09/28 Club reserved for John Smith

10/13 General Meeting/Board Meeting
10/19 BAEM meeting

11/10 General Meeting/Board Meeting
11/16 BAEM meeting

12/08 General Meeting/Annual Meeting/Board Meeting
12/14 BAEM meeting

Announcements

On July 12-13, 2024, the Big Boy will be coming to Roseville and if you go to see it, be sure to wear your GGLS shirt!

Here is the most current schedule:

Thursday, July 11
Portola, Calif. to Roseville, Calif.
Arrival 2:15 p.m. PT in Oroville, Calif.
Old Depot
2181 High St.

Depart 2:45 p.m. PT to Roseville, Calif.
Private Union Pacific Employee Event
NO PUBLIC ACCESS

Friday, July 12
Roseville, Calif.
Atlantic St. & Vernon St.
On Display: 9:00 a.m. - 3:00 p.m. PT
Admission to see the Big Boy is Free and Open to the Public
City of Roseville Event Information

Saturday, July 13
Roseville, Calif.
Atlantic St. & Vernon St.
On Display: 9:00 a.m. - 3:00 p.m. PT
Admission to see the Big Boy is Free and Open to the Public
City of Roseville Event Information

Sunday, July 14
Union Pacific Museum Special; leaving Roseville Sunday morning 08:xx (?)

Roseville, Calif. to Sparks, Nev.
Sold out excursion; information available at:
www.UPtrainTix.org

Colfax, Calif.
Arrival: 11:15 a.m. PT
Amtrak Depot
99 Railroad St.
Depart : 1:30 a.m. PT

Truckee, Calif.
Arrival 3:30 p.m. PT
Depot
10065 Donner Pass Rd.
Depart 4:00 p.m. PT

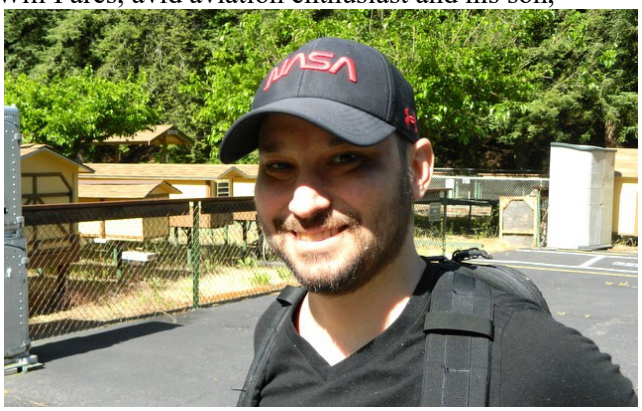
More information can be found at:
https://www.roseville.ca.us/cms/one.aspx?pageId=20337580

The Main gate is getting a new combination and you will need to have to go through the water shut off training procedure with Andy Weber to get it.

Rich Croll noted that the Train Mountain Operations Meet is happening the week after the PV&A RR joint meet.

New Members and Guests

Will Fares, avid aviation enthusiast and his son,



Stephen Fares, who wants to build a locomotive, came to the club to see what it is all about. Hope both of you think about joining.

Sarah Fritz, a friend of secretary Matt Petach, came down for a visit. She works at Niles Canyon Railway in Niles, California as a certified Brake man/person.

Railroading Activities

From Becky Pereira: Here are some photos of us, the the Pereiras (Manuel, Becky & Rahim) and the Ponders (TaShandra & Zechariah) during a visit to the Western Railroad Museum Memorial Day Showcase. We rode trains and streetcars all day and on our last ride the Pereiras bumped into the Ponders on the locomotive. We did not plan the visit together but really enjoyed sharing the last ride with them.
More information of the Western Railroad Museum in Rio Vista, California can be found at:
at: https://www.wrm.org/

From TaShandra Ponder: Thank you Becky for the photos and it was so fun bumping into you guys. Zechariah just finished 9th grade so with such a busy school schedule and homework we don't get up to the club as much as we would like to but we will be there tomorrow for the Spring Meet.

Zechariah and I miss our GGLS family but we will be seen more often now that school is out for summer break.

Zechariah received a full scholarship to National Railway Historical Society Rail Camp in Tacoma Washington this summer. We will be leaving for Tacoma on August 2nd - 11th. It is a RailCamp for children in grades 9-12 only and they only accept a handful of kids every summer and Zechariah got in!

He is super excited to attend and more information about the National Railway Historical Society, Inc. can be found at:
www.nrhs.com

Nevada Northern Railway
National Historic Landmark Ely, NV

Jim McKibbin went to the Nevada Northern to "Be the Engineer" and operate some of their equipment. They provide class training literature, you have to take some tests and once you pass, you run their train up the 1.7% to 3% grade to the copper mine. His detailed visit can be found in this issue.

Matt Petach recommends going during their "Planes, Trains and Autos" festival they host over Labor Day weekend. They also have bunk houses you can sleep in if you reserve ahead of time.

THE NATIONAL MUSEUM OF TRANSPORTATION

Michael Smith visited the National Museum of Transportation in St. Louis, Missouri, and saw the 4006 Big Boy, the Centennial locomotives along with dozens of steam engines on display.
More information can be found at: https://tnmot.org/

He also went to Marceline, Missouri, which is Walt Disney's home town, and they have a museum similar to the one in San Francisco.

Other Railroad Visits

Walt Oellerich went to Train Mountain for 3 days with his grand kids.

Terry Strom reported that the Redwood Empire Live Steamers located at 1701 Fulton Road in Santa Rosa, California had their opening weekend last weekend, running both Saturday & Sunday.

Sarah Buhre went to the Sacramento Valley Live Steamers Sprint Meet and saw Chris Smith, Matt Petach, Dee Murphy, Colton Snell & some others while running trains. She also visited Los Angeles Live Steamers.

Minutes of the General Meeting

Officers Present: Matt Petach, Jerry Kimberlin, Jon Sargent, Sammy Tamez, Rich Croll, John Lisherness and Lisa Kimberlin with Rick Reaves & Sammy Tamez not present when the meeting started.
President Jon Sargent called the meeting to order at 1002 hours Pacific time.

Officer Reports:

President: Nothing to report.

Vice President: Nothing to report.

Secretary: Matt Petach is still trying to get the club's electronic donations working with much help from Lisa Kimberlin.

Treasurer: John Lisherness gave an updat3e on the club's finances.

Ombudsperson: Nothing to report this month.

Safety: Nothing to report.

Director-at-Large: Nothing to report.

Committee Reports

Buildings: Rick Reeves is absent this month.

Grounds: No Andy Weber this month.

Ground Track: Jim McKibbin reported that there was nothing new this month.

High Track: Still looking for a chair.

Signals: John Davis noted that switch T40 has been replaced with a modern actuator going into the station. Block 5, signal 7 often shows red because we are seeing a voltage potential across rails even when they are isolated.

Locomotives: Everything is in working condition for the Spring Meet.

Rolling Stock: Rich Croll has been fixing 2 Public Train riding cars, replacing brake shoes & brake hangers. But most of his time has been spent working on the retaining wall by Shattock Barn.

Shop: Nothing to report.

Public Train: Please bring your trains out for the Open House on Sunday as well as the Meet on Saturday. If you want to help run the Public Train, come talk to Walt Oellerich or John Davis. The crew can help train you.

Landscape: The new iris garden before tunnel is doing well.

Round House & Storage: Nothing to report.

Security: Everything working as expected.

Membership: Sammy will meet with John Erdkamp to get paperwork, and new guests can meet him in the kitchen.

CallBoy: Editor Pat Young wanted to apologize to the online electronic CallBoy for the poor formatting job in the last issue. He will add a another step to make sure the problem does not happen again.

Website: Pat Young thanked Secretary Matt Petach for his recommendation to no longer pay for the domain alias of ggls.org to our current domain of goldengatels.org. This was implemented about 12 years ago when the new web page was designed. Thanks to Matt's IT expertise, this added expense is no longer needed.
Pat has finished his computer migration to his new laptop and will now do the club website update from it exclusively.

Library:
Nothing to report.

Builders Group: Pat Young thanked all the contributors for the wonderful builders' articles. He then gave special thanks to Charlie Reiter, noting that he had to do some intense groveling & arm twisting to get Charlie started.

Old Business
None.

New Business
We are approaching fire season at the club, so be extra careful when running.

Jon adjourned the meeting at 1047 hours Pacific time, and we moved right into Bits and Pieces.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Jerry Kimberlin, John Lisherness, Sammy Tamez, Rich Croll and Lisa Kimberlin. Rick Reaves was absent today.
President Jon Sargent called the Board meeting to order at 1130 hours Pacific time and we had a short closed-door session to start the meeting.

Jon Sargent presented the minutes from the May 5, 2024 Board meeting for approval with one tiny note; Jon Sargent didn't adjourn the meeting, Rich Croll did. Sammy Tamez made a motion that the Board accept them as presented and John Lisherness seconded the motion. There were no abstentions & no objections, so the motion passed unanimously.

Old Business:
Retaining Wall: The new retaining wall will need additional fill rock material even though Paul Hirsh has contributed a great deal, as have John Davis & Shanna O'Hare. Ellen Thomsen of the Redwood Valley Railway has also provided fill material for us.
Since Rich Croll will be at Train Mountain seeing the Big Boy 4-8-8-2 locomotive for the next few weeks, work will slow down a bit. But he's thinking of doing another work party on the third Saturday in July 2024 and then another one on the third Saturday in August, 2024.

Kitchen Oven: Andy Weber has volunteered to install an oven, but we'll have to do the carpentry work ourselves.

Visit to Our Club: Arlington Christian School came up for a visit and made a generous donation.

Hand Rail Progress: Andy Weber has volunteered to provide all the material for the hand railings along the entry tracks to the turntable area.

Chris Smith Storage Barn: Chris Smith is selling his storage barn to someone outside the club to store a 3" gauge steam shovel.

Offer: The Board decided to offer the Yasui PC-1A pressure controller to BAEM.

New Business:

Printing Service: Greg Shmaltz runs Copy Central on Solano Avenue in Berkeley and if we need items printed, they can help out with that. They've been printing our safety books for us.

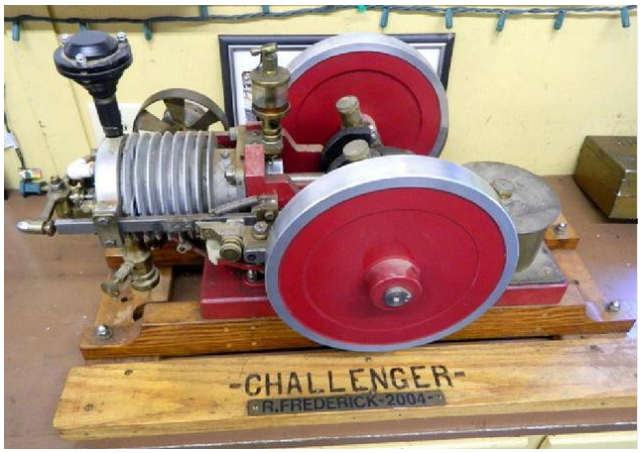
New Combination: The Board discusses the new combinations and Matt will work on updating the roster password as well.

Jon adjourned the meeting at 1219 hours Pacific time.

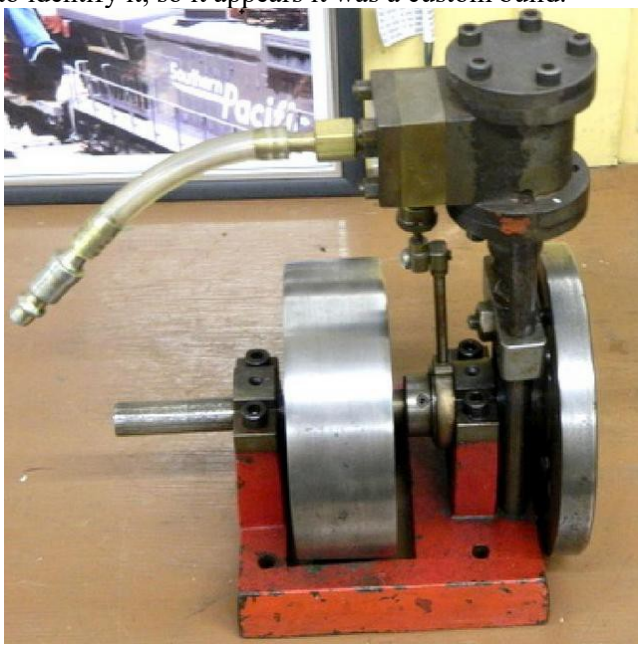
Bits and Pieces

By Jeremy Coombes

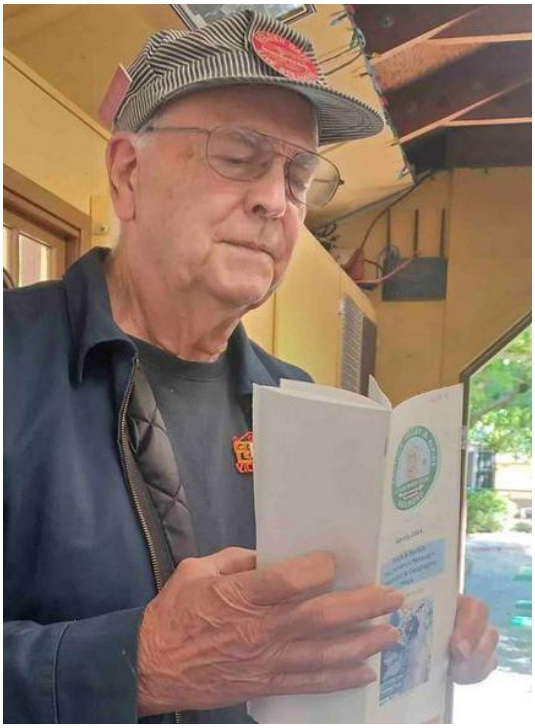
All photographs are courtesy of Pat Young & Bruce Anderson.



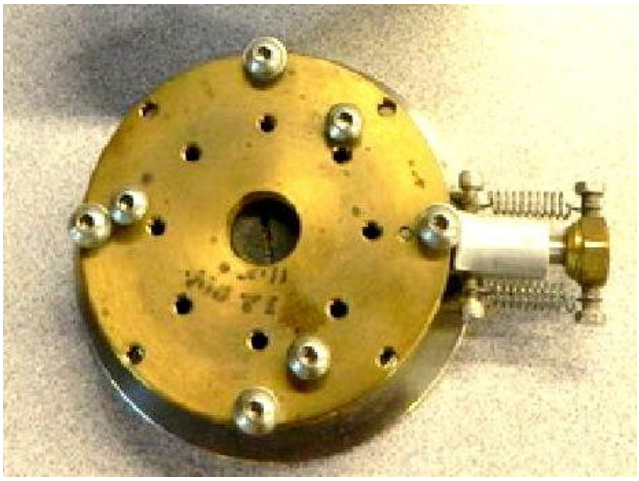
A friend of Jon Sargent's, Bruce Westphal (owner of Bay Alarm), is thinning out his collection of models and donated the two engines below to the GGLS. The first is a hit & miss gasoline engine of unique design. When shown to the BAEM members no one was able to identify it, so it appears it was a custom build.



The other is a single cylinder steam engine of sturdy construction and by the size of the flywheel was obviously built with the purpose of doing some serious work.



Rich Croll brought in a booklet from the Portola Valley & Alpine Railroad detailing their track & switch schematic. Rich indicated it is a step towards an "Operations Run" where train crews are assigned tasks to move rolling stock around and perform prototypical railroading tasks.



Also shown was a miniature indexing fixture with 32 divisions for use during the manufacture of small parts. A specialized tool, but much appreciated when needed.

Matthew Stone created a wonderful throwback style poster with the GGLS as the subject matter. He spent quite a lot of time to achieve the feel of an art deco-style poster of the Thirties, and the result is absolutely beautiful with the frame complimenting it nicely. These would make great Christmas presents, and maybe, if we asked nicely, Matt would do a short run of the unframed poster at a reasonable price. I was extremely impressed by the high-quality work of this young man!

John Lisherness was not satisfied with the headlight on his 2½ inch scale Shay locomotive and found a novel solution by cannibalizing a Nebo LED flashlight. He removed the working parts of the flashlight, re-machined the holder for the reflector and reworked the assembly to fit the Shay. The LED light runs on four volts and has an output that would impress even Thomas Edison!

Charlie Reiter has a friend who owns the original Bill Harris Shay, which uses a vaporizing spirit burner that when in use can best be described as sounding like an angry beehive. So Charlie decided to build him a propane burner to improve performance, reduce noise and eliminate the smell of burning paint thinner. The construction is classic Reiter and fabricated from brass, copper & silver soldered, with a commercial venturi! The burner runs on between five to eight pounds of gas pressure and is quiet & efficient. So, will that fire engine you're not building, be it propane fired, Charlie?

Call the Big Hook!

By Chris Smith

Chris Smith's 250-ton Bucyrus-Erie railroad crane has proven its worth lifting various pieces of equipment at the American Flats & Sacramento Valley Live Steamers Spring Meets. The heaviest load lifted was 750 pounds as it is shown hoisted half of a Southern Pacific GS-4 (Daylight) with no hesitation.

Some fun facts about the prototype:

* On the full size crane, it had the capacity of 250 Tons (500,000 lbs) at a 17.5 ft radius. On this scale model, its capacity is 977 lbs at a 1'-2" radius. Talk about rivet counting!

* When traveling to a job site, the consist had a speed limit of 25 mph with the boom trailing & 15 mph with the boom leading. It was common to haul the crane with the boom in the trailing position so in case of a tie down failure, the boom does not catch onto the surrounding objects such as tunnel walls, trees, track side structures and other obstacles.

* The crane had air-operated controls with air provided by the Westinghouse Cross Compound. In case of pump failure, the crane had several scuba tanks as an emergency backup to operate the clutches for a very short period of time.

As of now, this model is the largest & only operational 1/8th scale crane under steam in the hobby.

If there is interest, I plan to write up a few articles of the work I have done or will do to the crane.

WORKING OFF THE BUCKET LIST

A Nevada Northern Railway Visit
By Jim McKibbin

In mid-May, I traveled to Ely, Nevada and while there I visited the Nevada Northern Railway and took part in their "Be an Engineer" program. For those not familiar with the Nevada Northern Railway, it is a standard-gauge, short line railroad which was built in the early 1900's to haul copper ore from the area around Ely, about 140 miles north, to its interconnections with the Western Pacific & Southern Pacific railroads. It operated continuously until 1983 when both the railroad & the mines were shut down due to falling copper prices by the owners, Kennecott Copper. The intent was to restart everything when the price of copper rebounded but as the years went by, Kennecott decided to divest itself of the railroad which was given to the city of Ely to do as they wished. Since then, it has operated as a tourist railroad, taking passengers from Ely to the mine area & back again. In addition to the tourist trains, the Nevada Northern operates what they call the "Be an Engineer" program where, if you throw enough money at them, they will foolishly allow you to operate either their steam or diesel engines on the main line up to the mine area.

Reservations are required and you must be 18 years of age or older, physically able to climb into a cab with certain dress requirements. They allow two engineers at a time to split the cost and split the time at the throttle. They also allow one engineer & one observer where the observer can be as young as 12 years but is not allowed to handle the controls. You can do this with just the steam engine or just the diesel engine, and either one with or without a train. However, operating with a train costs about 3 times as much.

Once you sign up, they will send you an email with several pdf document attachments, one which is the Nevada Northern Rule book, which is about 150 pages long and you are expected to become familiar with it prior to showing up for your operating session. Also included is a 50 question test which you are required to complete prior to showing up but it is an open book test. I'm not sure if there is a minimum passing grade, but they will grade it and go over any deficiencies. An observer does not have to take the test but if there are two guest engineers, both must take the test.

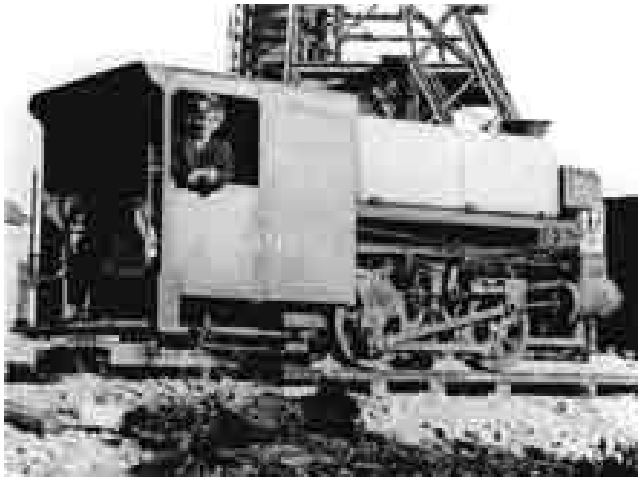
My operating session for the steam engine was scheduled for 10:30 AM which was the first of the day. It was suggested that I get there early if I wanted to go through the startup routine that started at 6:00 AM. I got there around 8:00 AM and pitched in & helped a little but mostly just watched the crew as they raised pressure while cleaning & lubing the engine. Once they were finished, the engine was taken out into the yard. The engineer then visited the dispatcher's office and collected the Train Order & Track Warrant for the trip. Upon his return, he reviewed these two documents with the fireman & me, the so-called "guest engineer". With the review complete, the engineer & fireman took the engine out of the yard and on to the mainline. With the engine stopped on the main line, the guest engineer takes over and the engineer talks you through two start-stop sequences. Once the engineer is satisfied, the guest engineer is allowed to take over control of the engine and head up the line approximately 7 miles to the mine area known as Keystone. This is virtually all uphill with an average grade of 1.7% with maximum grade being over 3%. Along the way, you pass through two tunnels, multiple grade changes and about 6-8 grade crossings. Between actuating the throttle, the engine brakes, the Johnson bar, the cylinder drains & the whistle, you are kept quite busy. Meanwhile, the fireman shovels the coal, maintains the water level, controls the blower and rings the bell.

The maximum speed is 15 mph but there are also two areas where speed is restricted to 10 mph.
Since I was not pulling a train, the engine was very lightly loaded. The throttle quadrant probably had two dozen notches but I don't think I ever got above the third notch. With 180-185 psi boiler pressure, I never saw a steam chest pressure over about 20 psi. With this very large differential pressure across the throttle valve, it was extremely hard to move, regulate smoothly & controlling speed through all the grade changes and reduced speed zones was quite challenging. It seemed like every time the speed started to get away from me, it was time to stop what I was doing and blow the whistle for a grade crossing or tunnel.

Once up at Keystone, the engineer took over, reversed through a turn-around wye track and then inspected the engine, in particular measuring the bearing temperatures. Once the inspection was complete, I took over and took the engine back down the hill doing the same things that were done on ascent except using the brakes to control speed rather than the throttle. Back in the yard, the engineer took over and spotted the engine for its next run.

I have described a steam engine run but I was also able to do the same thing in one of their diesel electric units. Virtually identical except the throttle is vastly easier to operate, there are no cylinder drains, and the engineer has one added responsibility which is to operate the bell.

Nevada Northern Railroad currently has four steam engines:



One (a 0-4-0T) is currently awaiting restoration which I do not know much about it and of the other remaining three, only one is currently operable.

Engine #40 (a Baldwin ten-wheeler) is undergoing its required 15-year inspection & overhaul and is having a matching donation drive funding.

Engine #81 (a Baldwin 2-8-0 consolidation) is currently down for maintenance precipitated by a broken Bissel post on the front truck.

Engine #93 (an Alco 2-8-0 consolidation) is the one I operated and is the largest of the three. All three were built between 1909 & 1917.

They also have 6 or 7 diesel/electrics in various states of repair. The one I operated was an Alco RS-2 of 1950 vintage. With the diesels, there is little incentive to show up early as all they do is start them up & go.

From what I gather from the employees, their biggest fear when allowing an amateur to operate the engines is that they will inadvertently apply the emergency brake.

This is not too hard to do on either engine as you just have to push the brake lever too far to the right. This locks up the wheels and flat spots them, resulting in tens of thousands of dollars in repair costs. This has apparently happened to them in the past.

All in all, I couldn't have had a better trip. The weather was perfect, in the low 70s all four days I was there. A week previously, the Sierras had chain controls and Ely had snow. The people were as nice as could be, very accommodating, laid back and always patiently answering my questions. I think they try to operate the system in as a realistic fashion as possible. Originally, I had just planned to do the steam engine but I was able to add on the diesel, as well as a ride on the tourist train.

The city of Ely advertises itself as the most remote place in the lower 48 states and I wouldn't argue with them on that. Since I would be driving my Tesla, charging was of some concern, but it turned out that both the motel where I was staying and the Nevada Northern have a pair of Level 2 charging stations. In the end, charging was not an issue at all.

More information along with a virtual tour can be found at their website at: https://nnry.com/

Seen at the Club

Ombudsman Lisa Kimberlin caught cutting firewood by her father, Jerry Kimberlin. She has been busy as shown by the pile behind her.

GGLS long time member Don Ratto is sprucing up the grassy areas for the Spring Meet. Nice job, Don!

2024 Spring Meet Photos

From Bruce Anderson

Walt Oellerich takes the Bill Brower Milwaukee Road electric out on the road.

Andy Weber took the Dick Thomas 2-10-0 out for the first time since COVID began.

Bruce Anderson displayed the Stan James 0-4-0T Juliet running on compressed air.

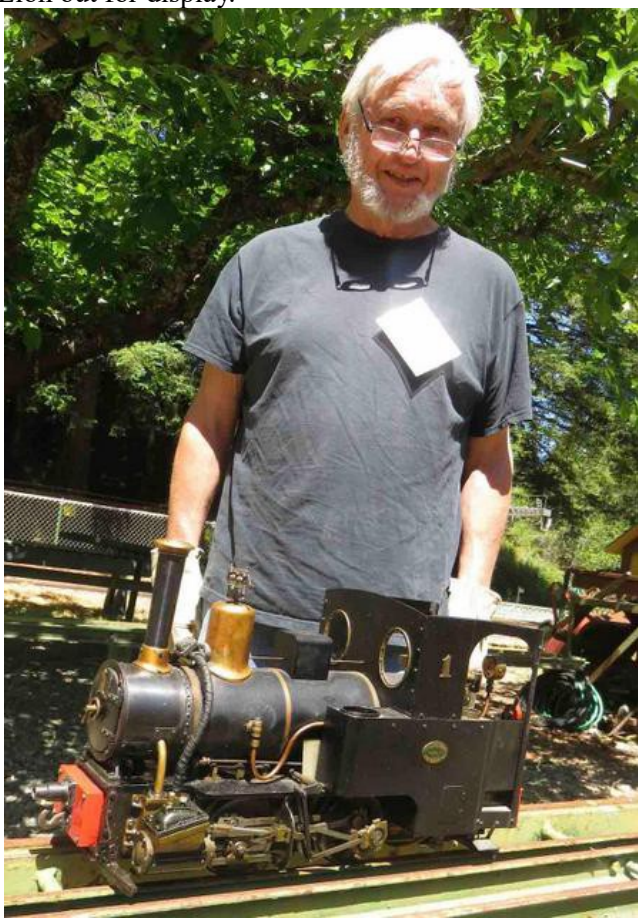
Chris Smith is showing the lifting capability of the Bucyrus Erie Wrecking Crane built by Bob Reedy. Live Steam magazine has a series of articles detailing the construction.

Paul Hirsh and John Davis prepared for a day of bringing smiles with our Public Train riders.

Paul Denham of the Bay Area Engine Modelers (BAEM) shows a family one of his creations.

Charlie Buhre brings Walt's Bill Brower Stourbridge Lion out for display.

Lisa Kimberlin & Manny Pereira work the grill for Saturday's members.



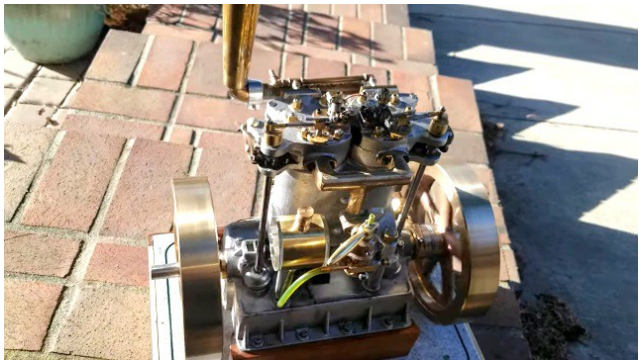
John Hulls brings out his father's 3½" gauge 0-4-0T on Fathers Day.

GGLS elves start bringing out food for Saturdays gathering.

Gene of Bay Area Engine Modelers (BAEM) takes a look at GGLS's latest exhibit

Video Recommendation

From Paul Denham



A 1:21 minute YouTube video by author Paul Denham who talks about his Frisco Standard Final Video running on both cylinders with Low tension Ignition. "Some small details left to complete but am happy with the running and still more Carb work to get it running slower".

This video can be found at: https://youtu.be/or0u4-zMOyY

Video Recommendation

From Dan Swanson

A short 22 second YouTube video from a phone about a 1/3" scale quadruple headed locomotive run on Kent, England Romney, Hythe & Dymchurch light railway's 15-inch track. The locomotives pulling the train are the 4-6-2 Green Goddess, the 4-8-2 Hercules, the 4-6-2 Northern Chief and the 4-6-2 Black Prince.

Recommended by Dan Swanson it shows another light commercial railway earning its keep.

A list of the railway's locomotives can be found at: https://www.rhdr.org.uk/locomotives/

This short video can be found at: https://www.youtube.com/shorts/whhOgDfBfMs